THE EXECUTION OF JAMES RODGERS.

The Swanston Murder-The Trial and Con-

viction of Rodgers-His Conduct the day Be-fore the Execution-His Appearance on the

Morning of the Execution—The Parting Scene with his Parents—The Procession to the Scaffold—Demeanor of the Condemned— The Execution—Exciting Scenes and Crowd—Sketch of Rogers' Life, &c.

James Rodgers, the murderer of Mr. John Swanston, suffered the extreme penalty of the law yesterday fore-

oon in the yard attached to the City Prison, Centre street.

The crime for which Rodgers was executed is still fresh in

the memory of our readers. It was a case of the most

aggravated character, wherein an innocent and inof-

fensive citizen was cruelly assassinated at the hands of a young rowdy. A complete history of the murder cannot

fail to be interesting at this period, and accordingly we

subjoin the following sketch of the affair, as compiled from the files of the Heralo:—

Mr. John Swanston, residing at No. 310 West Twenty-

seventh street, was murdered. In company with Rodgers on the fatal night were two other lads, Daniel Cunningham

police of the Sixteenth precinct as loungers about the

corners, and for years had been frequenters of the noto-

THE TRIAL AND CONVICTION.

to trial before the Court of General Sessions on the 13th

principal witnesses were the wife of the deceased and the

two young men, Cunningham and McGivney. They con-

His counsel was unremitting in efforts to secure a new trial. An application was made to the Governor for his

THE MURDER. It was on the night of the 17th of October, 1857, that

THE GREAT HURRICANE OF OCTOBER.

A WEEK OF TERRIBLE STORMS.

Shipwrecks and Suffering at Sea-Vessels Abandoned, Cast Ashore, Dismasted and Disabled Range of the Storm from the Bahamas to the Banks of Newfoundland.

Rescue of Crews from Sinking Vessels.

The Storm at the Bahamas, Bermudas, Turks Islands and Banks of Newfoundland,

The terrific hurricane which blew from the northeast n the last week of October, which extended from the nudas to the Banks of Newfoundland and thence to the British coast, will not soon be forgotten by those sea-Paring men who witnessed it in all its force. New York was not free from a visitation of it, as those who recollect the rain and wind storms and high tides of the 23d, 24th and 25th of October will readily recall. Every day since then our shipping news columns have been telling the tale of the fury of this terrible nor-caster; and the testimony of all the captains of those vessels that were caught n it is that they never experienced such a hurricane, although some of them had been at sea for twenty or thirty years. By our ship news of yesterday we learn that even the United States frigate Sabine, the flag ship of the Para-guay expedition, had been terribly handled in this storm and lest her maintopsail and foresail, had had her bows stove in, and her steering apparatus injured, and had been obliged to put into Bermuda to repair damages. Four days did the storm ravage the island itself, doing immense lamage to property on land, and to the shipping in the

The first indication that we had of the hurricane was, of ourse, when it descended upon this city, lashed the waters in the harbor into an unusual agitation, caused the tide to rise at the docks several feet higher than it had been known to rise for many years, submerged the streets along the water front of the city, set everything adoat in the cellars, and rendered out-of-door exercise anything but emfortable or pleasant. This commenced on Saturday the 23d of October, and continued with very little abate ment through the three succeeding days. The British steamship Vigo, which arrived at this port on the 26th, re-

FIRST REPORTS OF THE STORM.

ported that she had encountered strong easterly and northeasterly gales, but she sustained no damage from them; while the Galway steamer Pacific, which arrived the same day, reported heavy westerly gales. The British bark Nuggett, from Turks Islands, also put into port the same day, and reported that she had been beating about north of Cape Hatteras for ten days, with heavy northeast winds. On the same day the schooner T. P. Simpson, from Staten Island, put into Norfolk, Va., with both masts gone, and with much damage which she had received in a heavy gale, and several other vossels came to anchor in Hampton Roads more or less damaged by the storm. A Spanish bark was seen ashore on Pickle Reef on the 27th, by the steamship Empire City, for Havana, with wrockers alongside, stripping hor.

The steamships Augusta and Hantsville arrived from Savannah on the 27th, having encountered strong northeast gales and heavy seas the entire passage. The ship James L. Bogert, for Liverpool, experienced the hurrisano off Sable Island on the 25th, and had twelve hours of it. The bark Permetia Piood, from Green Bay, Wisconsin, experienced the gale on the 24th and 26th, and shipped a sea that filled the cubin.

TOTAL LOSS OF THE CARLO MAURAN.

TOTAL LOSS OF THE CARLO MAURAN.

The bark Carlo Mauran did not fare so well. She wa eaught in the hurricane off Cape Island, but was not fated to ride through it safely. She was so disabled that she sunk was drowned by the capsuring of the boat, and another, the cook, died after reaching the lightship at Cape Island. The Carlo Mauran was a good versel, of 530 tons. She was built in Warren, R. I., in 1848, and was owned by Capt. N. S. Mauran & Brothers, of Providence. She is insured in Boston for \$25,000, and her freight money in Providence for \$4,000. boats. They experienced great suffering; one of them

A PORTUGUESE SCHOONER ABANDONED. with and boarded, about the same time, by the schoone Jonas Smith, of Wilmington, N. C., on her passage from

St. Ubes to New York, for which she was destined. She had experinced a succession of gales, had had her decks swept and her boats washed away. Her pumps were choked, and there was nine feet of water in her hold. The Jonas Smith took off her captain and crew of eight men, who had been five days without water and four days without provisions.

A HAMBURG SHIP COMPELLED TO PUT BACK TO NEW

YORE.
The Hamburg ship Doctor Barth left this port for Hamburg on the 19th October, but had to return again on the On the 25th of October, in lat. 39 47 and long. 66 32, during a most violent gale from E.N.E., she was hove on er beam ends; the vessel working very badly, it was

WRECK OF THE BRIG KALOOLAH. The Doctor Barth, on the 28th, in lat. 38 45, fell in with a boat from the brig Kaloolah of Halifax, containing the captain (Hayes) and crew, in all seven persons, of tha vessel, who requested to be taken on board, as their yes sel was a perfect wreek. They were received on soard and brought to this port. Capt. Hayes reports that he sailed from Cuba with a cargo of one hundred puncheons rum, for St. Johns, N. F., consigned to Stabb & Co., of that place, and on the 24th of October, at 4 P. M., in a heavy gaie from N. E., the vessel was hore on her beam ends, which shifted the cargo, carrying away the foremast in the step, which tore up the decks bddy. About half an hour afterwards cut away the mainmast by the deck,

The brig Grace Worthington, from New York for St Kitts, was compelled to put into Philadelphia for repairs having sprung a leak on the 26th, in a heavy gale.

Baltimore ship Alexander, from Rotterdam, caugh the gaie on the 24th, in latitude 42, longitude 63. The gaie lasted three days, blew a suit of sails from the gaskets

the gaie on the 24th, in latitude 42, longitude 63. The gaie kested three days, blew a suit of sails from the gaskets, carried away the main topgallant mast, topsail yard, stove the bulwarks, and did other damage.

The British bark Native caught the same gale about the same time and place, and suffered in much the same way, having her bulwarks stove in, &c. The schooner J. J. Spencer, from Wilmington, North Carolina, for Philadeiphia, had to put back to Wilmington on the 28th ult., rudeer spring, and with loss of deck load. The schooner John Warren, from Jacksonville, Florida, was caught in the gale, and spring a leak, which necessitated the threwing overbeard a portion of the deck load of lumber. The ship Java, from Glasgow, for New York, experienced heavy gales off the Binks, from north and east, on the 28th and 28th. She got off with the loss of fore and main topsails, bulwarks stove. &c., and passed another large ship which had also foce counderably dismantled in the storm. The stop Fairfield, from Rotterdam, and the ship Meta, from Bremen, were also caught in the same gale off the Banks on the 28th and were more or less damaged. The back Calloma, from Galvestion; the brig Laura P. Show, from Belze, the brig Ocean Spray, from Havana; the brig Lauretta, from 6tha ris; the brig Tornado, from Porto Floc; the brig Melvin, from Key West; the schooner La Plata, from Ro Hache, the schooner Julia Smith, from Fredericksturg—all arrived here on the 24 of Nevember, reporting that they had passed through the barricane and sustained more or less damage.

The ship Splendid reported that she knd, on the 22t nit, a heavy gale from k. S. E., and high some, and that on the 24th, in longitude 66 W., and when on the southern edge of the Gulf Stream, she eccountered a severe hurricane from E. S. E. to N. E., during which lost martingale, flying jübboom, fore topgallant mast, main topmast, mirzon mast head, spanker, galf and sail, also, four boats, galley, &c.; staunchions broken and main channels started.

BRITISH VESSELS ABAND

The British bark Lady Campbell, from Quebec for Queenstown, sprung a leak in the storm of the 26th, filled, and had to be abandoned, the masts having been out away and the vessel split open. Her crew was taken off by the ship Onward, from London, and brought to this city. The ship Arctic, from Liverpool, experienced very heavy weather westward of the Banks about the same

time, during which she lost sails, stove bulwarks, shifted cargo and sustained other damage.

The British bark Mary Stewart was also fallen in with on the 30th October by the ship Francis B. Cutling, and the captain and ten men of the bark Clara, who had been rescued by the Mary Stewart from their sinking vessal, were taken on board and brought to New York. Captain Doane, of the bark Clara, gave the following report of the wreck:—

were taken on board and brought to New York. Captain Poane, of the bark Clara, gave the following report of the wreck:

Left Shields Sept. 6, with a cargo of coat, bound to New York. Oct. 25th, 26th and 27th, in iat. 39 49, lon. 62, during a heavy gale from E.N.E., the vessel sprung aleax, which kept gaining on the pumps; on the 28th saw the bark Mary Stewart, of Greenock, which bore down and took off myself and ten of the crew; at the same time the bark Essex, of Boston, came alongside and took off seven more (all that were on board), the Clara then havang her lower hold full of water. The day previous (27th) the mate and two men, under the impression that the vessel was going down, attempted to leave her in a boat, which swamped, when all three were drowned. The Mary Stewart suffered considerably by the gale, having had her decks swort, and they were then cooking by a small cabin stove, and the captain was trying to get to Boston or Halfax. Oct. 30, the ship Francis B. Catting, Captain Post, from Liverpool for New York, came up and spoke the Mary Stewart, when being informed of our circumstances, immediately sent his boat and had us transferred on board his ship, thus relieving the Mary Stewart, which was itself in distress. The names of the men lost by the swamping of the boat are—Win. Ross, irrst officer, of New York; Win. Cook and John Andrews, seamen.

The Clara was built in this city in 1854, was 634 tons burthen, rated A 1, and was owned by Messrs. Dunham & Dimon, of this city. She was insured here for \$36,000. Her cargo consisted of 666 tons of coal and 285 tons of merchandise, principally chemicals.

WHAT OTHER VESSELS WENT THROUGH.

WHAT OTHER VESSELS WENT THROUGH. The ship Cultivator, from Liverpool, appears also to have had a rough time of it. She arrived here on the 5th inst., and reported that on the 25th ult., when off Sable Island, a very severe gale from E.S.E., which eventually increased to a perfect hurricane, backing gradually to the N. and N.W., and that she soud before it under two close reefed topsails and foretopmast staysail for twenty-six hours. The ship then broached too to starboard, and maintopsail was blown to atoms in an instant; got her before the wind again, and scud half an hour longer, when she again broached to port, and the foretopsail was blown to pieces; lost starboard quarter life boat, and had one other boat badly damaged, the cabin flooded, cabin doors, house doors, poop ladder and bulwarks washed away or stove to pieces; lay to, headed to castward, for twenty-nine hours, until it moderated enough to wear ship southwestward. The fore and main courses had been blown from their gas kets to ribbons.

The fore and main courses had been blown from their gas-kets to ribbons.

The bark Joseph Hale, from Portland, Maine, which ar-rived here the same day, also encountered the gale, and had her saits spit, her bulwarks stove, and other damage inflicted. The schooner J. L. Bowman, from Porto Rico, was also considerably dismantled by the storm. The British brig Vivid, from Porto Rico, lost head of foretop-mast and sprung foreyard; and the brig Kate Anderson, from Curacao, had eight days continuance of the storm, and lost head of mainmast and part of bulwarks and sails. These vessels were all reported in our edition of the 6th instant.

instant.

The Riemen bark Coriolan arrived on the 6th. She reported that from the 25th to the 28th October she had a most violent gale from the east northeast, during which she lost her jibboom, figure head, stove bulwarks, &c. She saw during the gale large quanties of wreck stuff, such as quarter casis, cabin windows, &c.

The bark Restless, from Carthagena, caught the storm on the 22d, and had her sails split and other damage inflicted.

The bark Restless, from Carthagena, caught the storm on the 22d, and had her sails split and other damage in fleted.

The brig Sea Lark, from Jamaica, had to put into the Pelaware Breakwater for a harbor. In her case the gale commenced on the 21st and lasted till the 24th, with a tremendous heavy sea. The brig Lacretta, from Gibara, and the brig Sawanee, from St. Mark's, had their sails split in the storm. The schooner Amela, from Porto Rico, experienced the gale on the 23d. She shipped a sea which swept the decks, stove bulwarks, started galley and deck lead, stove a boat and split sails. The French brig Canadienne, from New York for St. Pierre, N. F., was blown back when within forty miles of her destination, and put into Boston, with loss of bulwark and with six feet of water in her hold, having sprung a leak. Her cargo was insured in this city for 57, 500.

The ship Robert Treat, from Liverpe 2; the brig Croton, from Port at Prince; the brig Manila, from Rum Key; the brig Jabez, from Jamaica; the brig Marida, from Sagna la Grande; the brig Jaha, from Pensacola, the schooner J. L. Bowman, from Porto Rico, and the schooner Virginla Price, from St. Martins, all arrived at this port on the 7th of November, having experienced the gale, and suitered, some of them, very considerable damage from it.

The Sardinian bark Galla, from New York for Genoa, put into Philadelphia. Tith instant, in distress, having loss mainmast, mizzen topmast, foretopgaliant mast ant jib-boom, together with two suits of sale, from the effects of the gale. She encountered it on the 24th of October, in lat. 38 32 N., lon. 69 13. It lasted three days. On the 26th, boder o Francis, a native of Genoa, seaman, was killed by being thrown against the wheelbouse, and five others, with the cargin was thrown overboard.

A SCHOONER CAPSIZED AND ALL HANDS LOST.

A SCHOONER CAPSIZED AND ALL HANDS LOST. The schooner John Bowman, of Philadelphia, Capt. late, all hands were lost. She was a vessel of 55 tons, about 15 years old, and was owned, in part, by the captain, and parties in Philadelphia, and was not insured. Capt. Mears was about 25 years of age, a native of Accomme, Va., where he leaves a wife. Her crew consisted of John Fox and James and George Richardson, brothers, all young men and residents of Accomme.

A BOSTON SHIP IN DISTRESS. The ship Bullion, of Boston, from Bristol, got into this port on the 8th inst., having been within 400 miles of it for sixteen days. She reported that on the 23d October she took heavy gale from E.; took in all sail, lay the ship to

A SPANISH VESSEL ABANDONED—CAPTAIN AND CREW On the 26th October the Spanish brig Ana, from St. Johns, N. F., for Malaga, was fallen in with in a sinking brought into this port. The lamplighter experienced very heavy weather herself, and passed other ves-

brought into this port. The Lamplighter experienced very heavy weather horself, and passed other vessels which had suffered considerably from the storm. The Captain of the Ana has cent to the Spanish paper, La Cronica, a letter of acknowledgment for the humanity of Captain Payne, of the Lamplighter, of which the following is a translation:—

Sn.—Will you be kind enough to insert in the columns of your journal the following expression of gratitude to Mr. Payne, the captain of the American bark Lamplighter, for his noble and humane conduct towards the shipwrecked people of the Spanish brig Ana, of which I was captain:

The Ana sailed on the Elst Cetober, from St. Johns, N.F., for Maiaga, with a cargo of codish. At seven o'clock a violent hurricane commenced to blow from the N. N.E., and S. E., so that the vessel, with repealing the mainter. The next day, the 22d, under a terrific squall, the top of the rudder broke, but we did not less control of the vessel, for we promptly repaired the damage. Night fed with a most terribly threatening aspect. At midnight the vessel could not resist the high sea. An hour later a sea struck her on the starboard side, attern, carrying away part of the cabin and all the bulwarks. At two o'clock there came another sea on the larboard side, which caused greater damage, and a heavy squall that came at the same time blew the sails into ribbous and split the forestaysall. On the 23d, at one o'clock, we found forty inches of water in the held; then we commenced to one the pumps and throw overboard the deck load. The vessel remained in the same condition; heavy seas were breaking over her, water was gaining on us, and as she was ready to sink we prepared the launch to save ourselves, and threw into the sea a bottle containing a note stating what had occurred.

Thus we spent the 24th and 25th; the sea abatted somewhat, but not the wind. The Ana continued filling with water in spite of the pumps, and we had already jost all hopes of saving ourselves. On the morning of the 26th water in spit

A WRITERAVEN BRIG ABANDONED-A NEWFOUND

LAND DOG FOUND ON THE WRECK. The Boston ship Jane D. Cooper, from Havre, fell with, Oct. 30, latitude 41 39, longitude 53 34, and board ad Brhish brig Wilkinson, of Whitehaven; she was water

MINOR CASUALETES.

The brig S. P. Mussen, from Aux Cayes, the schooner Robert S. Bell, from Codar Key, Fla., and the schooner Maryland, from Jacksonville, arrived here on the Sth having encountered the gales and suffered more or less danage therefrom.

into Holmes' Hole on the 7th inst., baying had her said

split, and sustained much other damage in the gale. The schooner lushion, for Jacksonville, was driven ashore on the Bahamas in the storm of the 22d, and biggel. She had been subsequently got off, and was repairing. The brig Flora was also driven ashore at Nassau, and it was thought she would become a total loss.

The brig Alfred Hall, from Havana, and the schooner Pilot's Bride, from Jamaica, urrived here on the 9th, having experienced the severe storms of October. On the same day the schooner Traveller returned to port; she bad left here for Madeira on the 26th of October, but had experienced a succession of heavy northeast and southeast gales, during which she sprung a leak and lost part of her deck load of boards and slaves.

The brig Gem, from Port an Prince, encountered the storm on the 21st. Her report run thus:—Oct. 21, in the Mayaguana Passage, experienced a severe gale from S. E. to W., with tremenduous sea, during which strained the vessel very much and causing her to leak badly; 22d, in lat. 22 24, ion. 73 30, pitched away jibboom and lost both jibs, with gear attached; same time, stove bulwarks, boat and galley, curried away topsail gaff, started main chain bolts, and was compelled to throw overboard the deck load of wood to lighten her. When the gale abated bore up for Charleston, but meeting a southerly wind ran for this port.

The Bremen bark Capella, on the 25th October, at Baltimore from Bremen, lat. 39 30, lon. 62, experienced a hurricane from S. E. to N. E., and lost fore and maintengaliant masts and split sails; John Gerken, carpenter of the ship, was washed overboard and lost during the storm.

The schooner Morning Star, from Bedeque for Boston, put into Pictou en the 27th October, in distress, having sprung her bowsport in the storm. The schooner Julia Rogers, from Porto Rico for New York, put into Newport on the 8th inst. in distress, with sails split, spars damaged and rigging badly chafed, having encountered a a succession of heavy gales on the passage. She must repair before proceedin

on the stimust, in distress, with sails spirt, spars damaged and rigging badly chafed, having encountered a succession of heavy gules on the passage. She must repair before proceeding.

The whale ship Catherine, which sailed from New London on the 19th of October for the Indian and Pacific oceans, returned to that port on the 8th inst. in distress. She reports that on the 23d, when in lat. 37 06, lon. 70 11, heavy weather was experienced; the wind was fresh from the northward and eastward, and a heavy sea was running. The gale increased during the night and the next day, and at about five o'clock P. M. on the afternoon of the 24th a succession of heavy squalls carried away all the ship's upper spars down to the mastheads, and also the jibboom. The heads of the fore and mainmants were broken off; the mizzen topmast was broken in two, and a part above the masthead was left standing. The vessel was in lat. 35 30, lon. 69 50, when thus disabled. Such portions of the wreek as could be saved were lashed alongside, and from among the spare spars on board the vessel was rigged into suitable condition to make her way back to port.

The whale ship Coral, from New Bedford for the Pacific ocean, was spoken on October 30, with loss of jibboom, main yard, fore topgallant mast, main royal mast and main royal yard; she had also stove and lost all her boats from the cranes, and had her bulwarks stove.

The braid ship Sommer's (probably Suffolk), of Boston, waterlogged, was failen in with 26th ult., no lat., &c., by schr. Crown. of St. Johns, N. F., which took of twelve of the crew, five remaining by the ship. The Crown was spoken lst inst., lat. 224, lon. 57 46, by bark Ajax, at St. John, N. B., but no further particulars have transpired. It is feared that the ship may prove to be the Suffolk (of Boston), Field, which saled from Chatham, N. B., 21st ult., for Penarth Roads, with deals. The S. had seventeen men on board when she left port. On 25th ult. there was a heavy galt from NE.

THE STORM AT THE BAHAMAS. It is but a day or two since we received papers from

the Bahamas giving an account of the storm there. The Nassau Guardian of the 27th October, says:— The late boisterous weather has created an unusu surge on the northern side of Hog Island, across the bar and along the shore of the Western district of New Providence. The sea has been breaking over Hog Island point as far as the lighthouse keeper's residence, forming a complete cataract, and occasionally the billows have ruen half as high as the lighthouse itself. The tide rose yester-day to a considerable height, overflowing the western suburies of Nassau, and causing much damage to the publisher along shore.

suburbs of Nassau, and causing much damage to the buildings along shore.

A brig and schooner have been in the offing since yesterday, and another schooner was signalled to-day, without any possibility of crossing the bar.

In speaking of the recent gales, the Bahama Herald of the 23d October says.—A tremendous sea was thrown upoutside, and even in the hurbor the fury of the successive blasts was severely felt. Several vessels were driven ashore, and among the rest the American brig Flora and the American schooner Fashion, which were both bliged. The brig was laden with coffee, from San Domingo, and the schooner with lumber and shingles. The captain of the brig has engaged hands to discharge the cargo, for the sum of \$2,000.

THE STORM AT BERMUDA. THE STORM AT BERMUDA.

By a telegraphic despatch from Halifax, published in Bermuda was visited with a terrific burricane on the

was done to property.

The United States frigate Sabine put into Bermuda on

the 31st alt., having been disabled in the hurricane on th 24th. She lost her maintopsail and foresail, and had her bow ports forced in and her steering gear seriously in-

passed a large ship bottom up, and saw two other vesseli aboring heavily in the gale. The schooner Harkaway, from New York, reached Ber muda on the 28th. Part of her deck load had beer

THE STORM AT TURKS ISLANDS.

We yesterday received intelligence of the storm and consequent shipwrecks at Turks Islands. The hurricane commenced there on the 20th of October, and reached its createst height on the 21st. The Royal Standard of the

About midnight on Wednesday last (the 20th) the wind hanled to the southwest, and from that time it has been blowing a heavy gale from that quarter, causing a tre endous sea on the reefs to the westward of these islands which also breaks with great force on the beach, endan gering the abotments and sea walls which have been

gering the abottments and sea walls which have been built for the protection of water lots, and occasioning the less of much valuable property.

At the commencement of the gale there were seven vessels lying in the roadstead of this cay—Grand Turk—all of which have been wrecked except the bark Fejucca, Capt. Herriman, from St. Thomas, in balkat. This vessel get under weigh on Thursday afternoon, and put to sea, at a time when the wind moderated a little and backed in about south southwest, which gave her a lay off shore. It is said that no similarly extensive loss of shipping has occurred here since the year 1821.

The following is a list of the shipwrecked vessels:—Schooner Transit, of Liverpool, N. S., Captain Allen, from St. Thomas, partly laden with salt.

Schooner Teresa, of Turks Islands, Captain Adam, from Porto Flatt.

sait.

These vessels were all wrecked between the hours of 1 A. M. and 10 P. M. of Thursday, 21st uit.

To the foregoing list of disasters we have to add that the brig Cordova, of Provisience, R. L. Captain Franklin, from Sait Cay, sought shelter in Cotton Cay Channel, and has been driven from her anchorage and not since heard of. Great fears are entertained for her safety.

The f regoing account presents a terrible picture of the extent and force of the hurricane of October, 1808. Many casualties may have been omitted, but the principal of those reported are embraced in this account.

The Reval Sandard, of Grand Turk, Furks Island, of

The Royal Standard, of Grand Turk, Turks Island, of

The Reyal Standard, of Grand Turk, Furks Island, of October 23, says.—

The quantity of salt shipped the past week has been comparatively small, owing to the boisterous wenther which has prevailed, and may be said to have completely broken up our salt season for this year. We have on hand about 500,000 bushels. Price Sc. a \$550.

The cargo of the brigantine River Belle, recently stranded at Grand Turk, consisting of flour, pork, corn, oats, bran and hay, was advertised to be sold October 25. The spars, rails, rigging, &c. would be sold on the 30th.

The hull of the schooner Transit, stransled at the same place, would be sold on the 32d. Also, the hull, sails, rigging, &c. of the brig Mungo Park, on the 26th.

See-in your report of the meeting of taxpavers, on Tuesday last, by an error in the initials, which should

have been R. L. instead of H. M., remarks were attributed to me objecting because nominations were not proposed to be made. I was absent from the city at that time.

As one of the committee the report had my full concurrence before I left town, and it provides that an organization be maintained by citizens for the purpose of securing to the people the making of nominations, free from the control of wirepullers, vize by arranging that each block, or small district, in each ward, shall be entitled to one representations.

prayer. Father Durankey was unremitting in his attensions upon the condemned, and to the exertions of this reverend gentleman may be attributed the resignation which the culprit subsequently evinced. His sisters were removed from the cell at five o'clock in the afternoon, and his brothers in an hour or so afterwards. Father Durankey passed the night with the condemned. Redgers prayed with much fervor, and refused to go to bed until near three o'clock in the morning. He took no noursement during the night—nothing save a cup of water passed his lips. He has eaten little or nothing for several days previously, and in thus depriving himself of nourishment was doing pennace, he said. He was in the habit also of sleeping on the bare boards on the same principle. When he parted with his relatives for the night, and returned to the loneliness of his cell, he seemed to be much affected, and was seized with a fit of trembling. This passed off in a few moments, and Rogers became calm and resigned. He slept soundly until six o'clock, when he awoke much refreshed in body and mind.

THE MORNING OF THE EXECUTION rayer. Father Durankey was unremitting in his atten-

Rodgers was visited by the different members of his

family on Thursday. He appeared much gratified at

poignant grief. The greater part of the day was spent in

THE MORNING OF THE EXECUTION Was spent by the condemned in the exercise of religious devotion. He arese about six o'clock, and after sire to partake of the communion. This ceremony having been gone through with, the culprit again sought re-

ing been gone through with, the culprit again sought relief in prayer, and nerved himself for the approaching
farewell with his father, mother, sisters and brothers.
At this time Rodgers was attended by the following named
clergymen.—The Rev. Dr. Neligan, of St. Joseph's Sominary, Fordham; Rev. Michael Curran, and Fathers Durankey and Languinette, of St. Andrew's church, Sixteenth street, in this city.

Messes, Findley and Cunningham, keepers, had charge
of the condemned for the twenty-four hours proceding
the execution, and contributed as much as was in their
power to the comfort of the unhappy youth. With these
gentlemen Rodgers conversed quite freely expressed himself glad that the hour of his execution was so close at
hand, and declared himself quite sanguine of forgiveness
from the Almighty. He still maintained that he
did not premeditatedly or intentionally murder Mr.
Swaniston, and excused himself by saying that he was
o intoxicated on the night of the assessination that he did
not know what he did. Whenever the subject of a reprieve from the Governor was brought up the condemned
shook his head and declared that he never had any hope
of pardon. In fact so well prepared did he feel for death
that he would not thank any one to interest himself in his
behalf.

THE CONDEMNED PARTING WITH HIS BELLTIVES.

THE CONDEMNED PARTING WITH HIS RELATIVES. About seven o'clock a broken-hearted father and moth paid their last visit to the cell of the culprit. The mosting and the parting were scenes pitcous and melancholy. and evinced extraordinary firmness for one so young is years. The hardest criminal could not have witnessed the farewell between Rodgers and his relatives without being moved to there.

farewell between Rodgers and his relatives without being moved to tears.

Having partied with his parents, Rodgers expressed a wish that no visiters should be permitted to approach his cell, so that the few short hours that were allowed him to live might be spent in prayer. He also expressed a hope that the Sherill would delay the execution for an hour or so, in order that he might more fully prepare himself for a fature state. To this request the Sherill cheerfully acquiesced, and thereupon postponed the execution until half-past eleven o'clock instead of ten o'clock, as it was at first intended.

THE CROWN OUTSIDE.

Before eight o'clock the crowd began to assemble out-

side of the prison walls, and for full two hours before the execution took place the roofs of the surrounding house execution took place the roofs of the surrounding houses were covered with people anxious to get a glimpse of the culprit as he emerged from he cell. From the roofs of some dwellings in Leenard street a good view of the procession could be had, but nothing more. After the cortege turned the north corner of the prison the view was completely obscured, so that none were able to witness the execution save those who were within the confines of the prison walls.

At nine o'clock Inspector Dowling, of the Sixth precinct, with a platoon of eighteen men, arrived upon the spot and made all due preparations for preserving order, &c. Soon afterwards the executioner and his assistants arrived, and proceeded to make the necessary arrangoments for the purformance of the unenylable task.

One of Rodgers' sisters, a resident of New Jersey, who had not seen her brother for some days, arrived at the City Prison about ten o'clock, and at the request of the condemned was ushered into his cell. The same scene that ensued on the meeting and parting aircardy referred his sister, and the tender manner in which the latter em braced her brother, was at once striking and affecting.

PREPARATIONS FOR THE EXECUTION. pearance in the prison yard, accompanied by Assistant District Attorney Sedgwick, Governor Smith, of the Alm ouse, and others. A coffin for the culprit also arrived about this time. It was quite plain in appearance, and bore the following inscription:-

JOHN RODGERS;
DIED NOVEMBER 12, 1858,
AGED 20 YEARS.

It will be obsered that the inscription would lead us to believe that Rodgers' Christian name was "John," where Whether the discrepancy was the result of the engraver's stupidity or done by order of the culprits relatives we

to whip," and hastened forward. His companions kept pace with him as he went. It was now about ten o'clock at night.

The deceased had gone out with his wife to do some marketing for Sunday, and the two were on their way homeward. They were but a few steps from the corner of Twenty first street when three young men overtook them. Rodgers carried his arms a kimbo, so that one elbow hit Swanston violently as he went by him. The deceased resented the indignity, swinging his arms and berating him in severe terms. The young men turned back and attacked him, one of them with a drawn knife. Swanston cried "Murder," and attempted to ward off the blows, but without success. He feerived a wound in the side, and fell to the ground. The shrieks of his wife alarmed the neighborhood; a crowd gathered at the spot; but it was too late. The unfortunate man was breathing his last, and the assailants had escaped.

As Swanston foll, Cunningham and McGlyney went down two blocks, then turned to the right and fied towards Hudson river. Rodgers ran down Twenty-first street, and went home, where he remained over night. On Sanday he went over into New Jersey, where he was secreted several days.

Meanwhile the police of the Sixteenth precinct spared no effort to discover the perpetrator of the murder. Capt. Carpenter obtained intelligence of Cunningham, and arrested him on Monday. The ensuing Wednesday Rogers was arrested at Woodbridge, where he had formerly resided, by officer—now sergent—Lefferts and a constable of the place, who lodged him in the jail of Essex county. He was brought to this city on the Friday ensuing, and committed to the Tombs.

THE PROCESSION TO THE SCAFFOLD Sheriff Willet.
The culprit and the clergy.
The Executioner.
The Deputy Sheriffs.
Police

Police.
Medical gentlemen.
The Sheriff's Jury.
Judge Daly,
George Sibell,
M. G. Hart,
W. Henry Church,
Wm. H. Mann,
Charles Sutton,
e, Frederick C. Tuttle.

THE EXECUTION. the above arder the culprit's self-possession never left him for a moment. The paleness of his face, him for a moment. The paleness of his face, together with his long flowing hair, gave him a girlish appearance. Full or life and courage, he advanced towards the fatal beam, even smiling as be went at the thoughts of being soon at peace with the world. The clergyman and culprit knelt in prayer together, and, after a lapse of seven or eight minutes, the former rose, and, shaking hands with the youth, bade him a last farewell. The crucifix was then removed from the culprit's basis, the black cap was drawn over his face, and at a signal from the Sheriff the unfortunate wretch was launched into eternity.

THE DEATH STRUGGLES. The rope was cut at 19 minutes to 12 o'clock, and the minutes past twelve o'clock. The weight used on the oceasion was a simple piece of iron, weighing 250 lbs. The

and then the body was motionless. The heart continued to beat some five minutes longer, however, so that life could not be declared to have ceased until the culprit had been hanging fourtesm or fifteen minutes. have ceased that the chapts had been hanged for fifteen minutes.

At seventeen minutes past twelve o'clock the body was lowered to the ground and placed upon a mattress. The black cap was removed from the head of the deceased, and an examination of the body by the physicians followed. The face of deceased was much contorted, and indicated that his death had been a slow and painful one. The knot of the rope had slipped around to the nape of the neck instead of pressing upon the jugular as was intended, thereby causing death by strangolation.

THE INQUEST UPON THE BODY was held by the Sheriff, when the usual formality having been gone through with, the corpus w handed over to the relatives of the deceased, who were waiting in readiness to receive it. The scene that ensued on the body being delivered over to the father and brother of the deceased was painful in the extreme. The aged parent grouned aloud, and weeping threw himself upon the body of his son.

took place from the yard of the prison. A hearse and a number of carriages were in attendance, and when all was in readiness the northern gate, facing on Franklin street, was thrown open, and the cortege moved out and on to Calvary cometery, where the mortal remains of Rodgers, the murderer, now lie entombed. INCIDENTS.

THE PUNERAL

While the execution was going on, the prisoners confined in the upper corridors placed pieces of broken looking glass outside of their windows, and in this way obtained

glass outside of their windows, and in this way obtained a full view of the entire proceedings.

The piazza running along the Harlem Railroad freight depot, as well as the entire roof of that edifice, was loaded down with a mass of human beings, but at the utmost they could only get a gluspes within the prison walls.

The black cap, rope, &c., used in the execution of Dennelly, D'Orsay, Stockey, and a number of other notorious murderers.

The gallows was made some ten years ago, and shows the mark of wear. Coleman, the wife murderer, was the first who suffered upon it. Since then thirteen persons have been executed upon it, Rodgers making the thirteenth and last victim.

The statement in one of the morning newspapers that

James Rodgers was the son of Roman Catholic parents, and was born in Ireland, in July, 1838. Of his early oducation we know little, nor even his age when his family came to this country. He lived for a considerable time at Woodbridge, in New Jersey, and had been in this city but a few weeks when the murder was committed. The people with whom he resided regarded him favorably. Bit he had not been long in New York before he formed latimacies with several unworthy associates—the one false step to which must be attributed, probably, his crime and misfortanes. Not only was he led thes into guilt, but he was afterwards denounced to the magistrate by the companions whom he had selected.

ions verterday Samuel Stansbury alast John Allen was gried and convicted on an indictment for forgery in the Stansbury and an accomplice named Charles McChesney but who gave his name as Sylvester Collins, preceeded to Sheepshead Bay with a quantity of spurious five dollar bills on the National Bank of Providence, R. I. They passed one or more at every house along the road and at several places on Coney Island. Mr. Bernardus Hendrick son, at whose house they had passed one of the bills, pursued them, and in connection with Deputy Sheriff Friend arrested them at Tappan's Hotel, on the Coney Island alphank road. Stanbarry put several bills into his mouth, but was made to disgorge, when it was discovered that they were of the same kind so those they had previously passed. Both were impresceed, but McChesney procuring hail has not since been heard of. The proof was couclusted as to the prisoner on trial, and he was convicted and sentenced to the State prison for five years. He is twanty-eight years of age, tall and good looking, was born in Clinton county. N. Y., has no trade, and stated under oath that be had been in State prison once before. Both men had been extensively engaged in the counterfeiting business. but who gave his name as Sylvester Collins, proceeded t

The United States aloop of war Decaiur, Com. Thatcher sailed from Callao for Nicaraguan ports on the 30th of September.

charges.

I have no relations wish the Court of Sendous, and any som
munication from me to dust tribunal would be manifestly ou

ARRIVAL OF THE STAR OF THE WEST. Details of Two Weeks News from California.

\$1,664,664 IN TREASURE.

CLOSE OF THE OREGON WAR. INDIAN TROUBLES IN CALIFORNIA.

OUR SAY FRANCISCO CORRESPONDENCE.

MARKETS,

Captain Gray, arrived last evening from Aspinwall, which port she left on the 3d instant. She brings the passen-

gers, mails and treasure which left San Francisco teamer John L. Stephens on the 20th uit. John Stephens, a steerage passenger, died on board the

John I. Stephens, of consumption.

Among the passengers by the Star of the West are Hon.

Jos. McKibbin, M. C., from California, and Hon. D. Smith and W. B. Grover, Senators, from Oregon.

At 9 P. M. on the night of the 9th instant, in lat. 31 10 ion 73 50, passed a large steamship steering south. The ship John E. Thayer, of Boston, was totally de-stroyed by fire on the night of the 13th September, off Pates Island, Gulf of California. Crew saved. The captain, first officer and three men return by the Star of the

West. See particulars of this disaster in another column. The United States steam frigate Roanoke and sloop-ofwar Saratoga were at Aspinwall. Crew all well.

The following is the specie list of the Star of the West:-

H. Classon & Son. \$1,759 A. Honigman. \$750 S. Lausburgh & Bro. 1,759 A. Honigman. \$750 S. Lausburgh & Bro. 1,368 McLean & Luitz. 500 H. D. Brookman & Co. 1,200 M. Finner. 500 T. T. Andrew. 800 U. Wolfe. 385 J. Avezzana. 750

of the Star of the West, for favors. We are also indebted to the California express agents of Wells, Fargo & Co. and The people of San Francisco had a great time over the arrival of the first Overland Mail from St. Louis. Speeches were made, guns fired, &c., &c. Among the

resolutions unanimously adopted was the following, which had been offered by J. P. Haven, Esq. :-

had been offered by J. P. Haven, Esq. —
Resolved, That we recognize as a compliment to the
citizens of the Pacific coast the liberal and enterprising
action of the proprietor of the New York Berkald in
despatching an intelligent correspondent to accompany
the pioneer trip of the Overland Mail Company, for the
purpose of disseminating to the public a correct knowledge of the facilities of travel offered to those who desire to emigrate to the extreme West; and that the thanks
of this meeting be tendered to Mr. W. L. Ormsby for his
very interesting account of the line of travel from St.
Louis to San Francisco. Among the principal losers by the fire at James before noticed, were Vincent Oliardo, Victor Gallut

Anna, John Arnold, A. B. Preston, - Kaiser, John Sedgwick, Wm. Smith, Elton Baker, Louis Friand, - Green, Chas, Holmes. The Fraser River Gold Mines.

San Francisco, Oct. 20, 1858. The steamers Pacific, Wilson G. Hunt, Santa Cruz and Northerner have arrived in this city during the past

appointed and for the most part penniless, have returned, cursing the evil fortene that induced them to leave Calipronounce the excitement and reports concerning the gold in the British possessions to be grees deceptions, which have been productive only of misery, hopes unrealized to thousands, and sudden death to many hundreds of those led away by what they term the great deception of the proceeded further than Victoria-never set foot on the banks of Frazer river. They encountered at Victoria recede, and whose money, which never amounted to a great sum, having become exhausted, spread reports that the and that a systematic scheme had been carried out to ca rich its originators at the expense of the credulous and their bright anticipations thus early crushed, were without heart to go on, and they are giad to get back to California

The news from the mining region is certainly dis couraging. The river has fallen, but the expected gold has not been found in large quantities. On some of the bars rich diggings exist, and the miners are paid well for their labor. But this is not generally the case. The great body of miners cannot realize more than about two dollars per day. It is impossible to ignore the fact that the result of this gold hunting mania fact that the result of this gold hunting maniahas caused untold wretchedness to the thousands who have unhappily been led away by the highly colored accounts sent here from interested quarters and published in this State. But it is no less impossible to deny that gold deposits, in tour or less quantities, it conceased in the bars of Fraser river. The writer has been informed, by entirely reliable persons who have recently arrived in this city, that at no one place from the mouth of the river up to the highest point yet reached by white men, but gold or the "color," as it is called, can be found by turning up the sand. The persons referred to have lived four months on the river, and though regretting their advanture—as they return much poorer than when they left. California—salmit there is much to create a belief of the richness of the country. On the other side, the experience of others establish the fact that gold is to be found, but in such small amounts as to render mining rather a poor business.

The steamer Enterprise arrived about ten days since at Victoria, from Fraser river. On brought 130 passengers are on their way to California.

Show had commenced to fall on the mountains near Fort Yaic, and even down as far as Fort Hope. The weather was excessively cold and disagreeable. Ice had appeared at Victoria. It is generally believed that no more than 2,500 persons of the 30,000 emigrants from California will remain at Victoria and on Fraser river during the winter. The runk of adventurers back is remarkable.

THE UNITED STATES COMMENDIANE AT VICTORIA.

Mr. John Nugent, the United States Commissioner to the British penessione, has presented his credential and has had repeated interviews with Governor Douglas. Mr. Nugent has entered upon the discharge of his duties with zeal and promptitude. He declined any public reception. It is stated that he intends entering a protest against the ten per cent duty on merchandise levied by the government. has caused untold wretchedness to the thousands

with passengers as four months ago when they left for the locality where it was firmly believed untold riches